Amendments to the Specification:

Please replace paragraph **[0013]** of the original application with the following rewritten paragraph:

[0013] Prior spring group designs, such as, for example, U.S. Pat. No. 5,524,551, having a dual rate suspension system, has been limited to minimum reserve capacities of 1.50 per AAR standards S-259 and Rule 88. The only exception of spring group design with an allowed reserved capacity lower than 1.5 is railway cars specifically hauling automobiles, or autorack cars. The weight of the automobiles amounts to about 1/3 of the total sprung weight of the loaded autorack cars and the suspension of the autorack cars is much softer than a suspension of the cars. Due to the added suspension of the automobiles, the natural frequency of bounce of the autorack cars splits into two frequencies: a lower frequency and a greater frequency than the natural frequency of bounce of the same car with a fixed load of the same weight. This results in reduction of the amplitudes of bounce in the operating range of speeds. ~~Following is a chart~~ A graph that illustrates how the natural frequency of bounce of an autorack car splits into two frequencies and illustrates a dynamic effect of this split on the amplitudes of the steady-state vibration is shown at FIG. 26.

Please cancel the chart shown between paragraphs **[0013]** and **[0014]** of the original application.

Please replace paragraphs **[0071]** and **[0072]** with the following rewritten paragraphs:

[0070] FIG. 24 is a plan view of a coil spring group configuration with a hydraulic ~~snub; and~~snub;

[0075] FIG. 25 is a plan view of a coil spring group configuration with a hydraulic ~~snub.~~snub; and

Page 9, after paragraph **[0072]** of the original application, insert new paragraph **[0072.1]** as follows:

[0072.1] FIG. 26 is a graph illustrating how the natural frequency of bounce of an autorack car splits into two frequencies and illustrates a dynamic effect of this split on the amplitudes of the steady-state vibration.